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(54) **FOOD PROCESSING APPARATUS**

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**A47J 43/24** (2006.01)

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USPC ..... 34/558.6, 90; 99/495; 366/247; 422/297  
See application file for complete search history.

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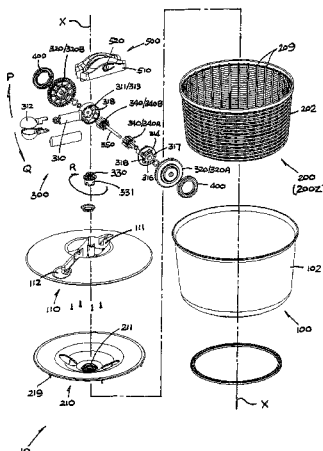
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(57) **ABSTRACT**

A food processing apparatus has a housing, an internal basket and a drive mechanism on the housing for rotating the basket to process food (e.g., spinning water from food) in the housing. The drive mechanism has an operating lever, a gearwheel arranged to be rotated by the lever and the basket for rotating the basket, and a centrifugal clutch located between the lever and the gearwheel for transmitting a rotational drive force from the lever to the gearwheel. A brake mechanism on the housing has a braking member for frictional engagement with the gearwheel to stop rotation of the basket. The drive mechanism may rotate the basket selectively in opposite directions.

**19 Claims, 13 Drawing Sheets**



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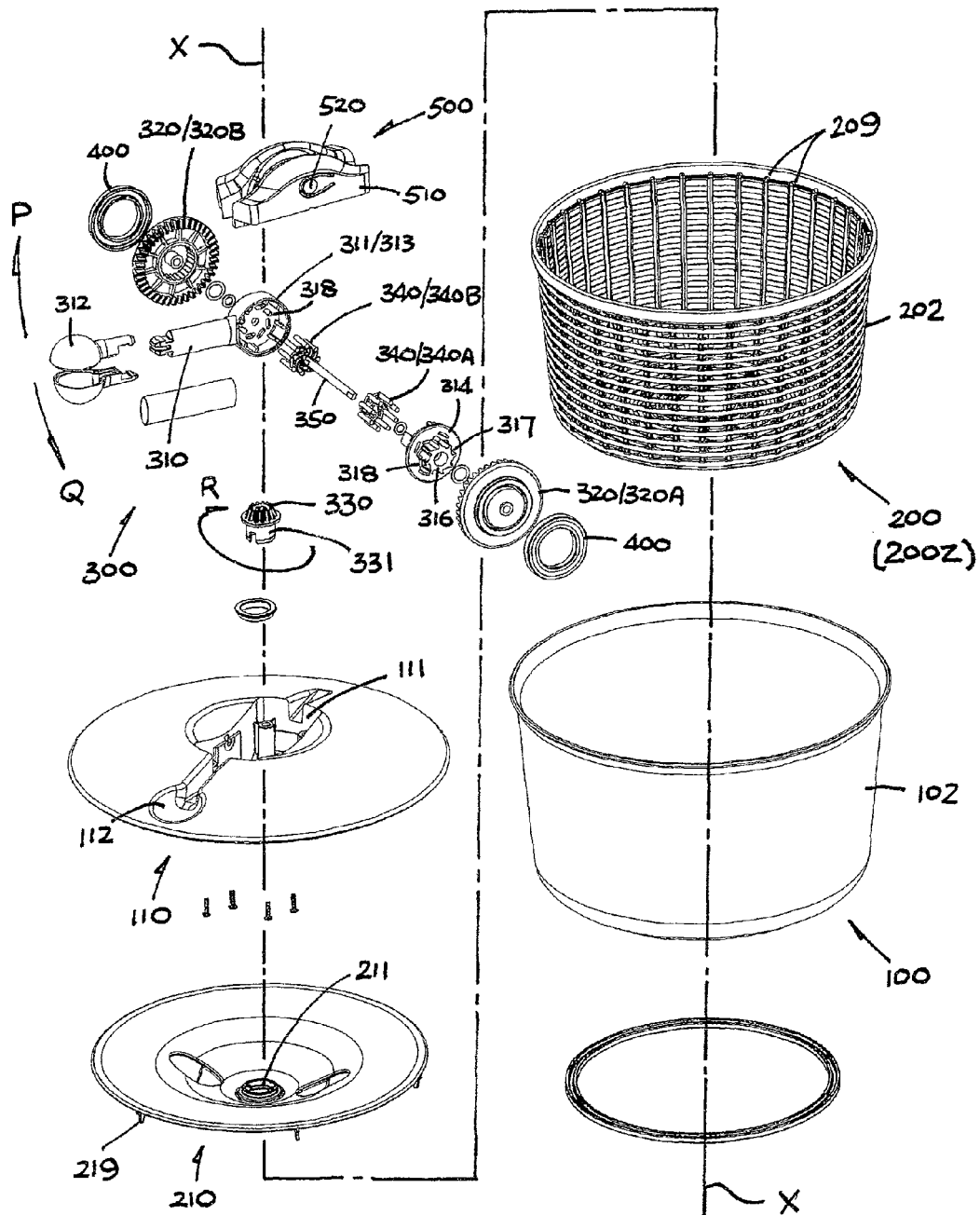
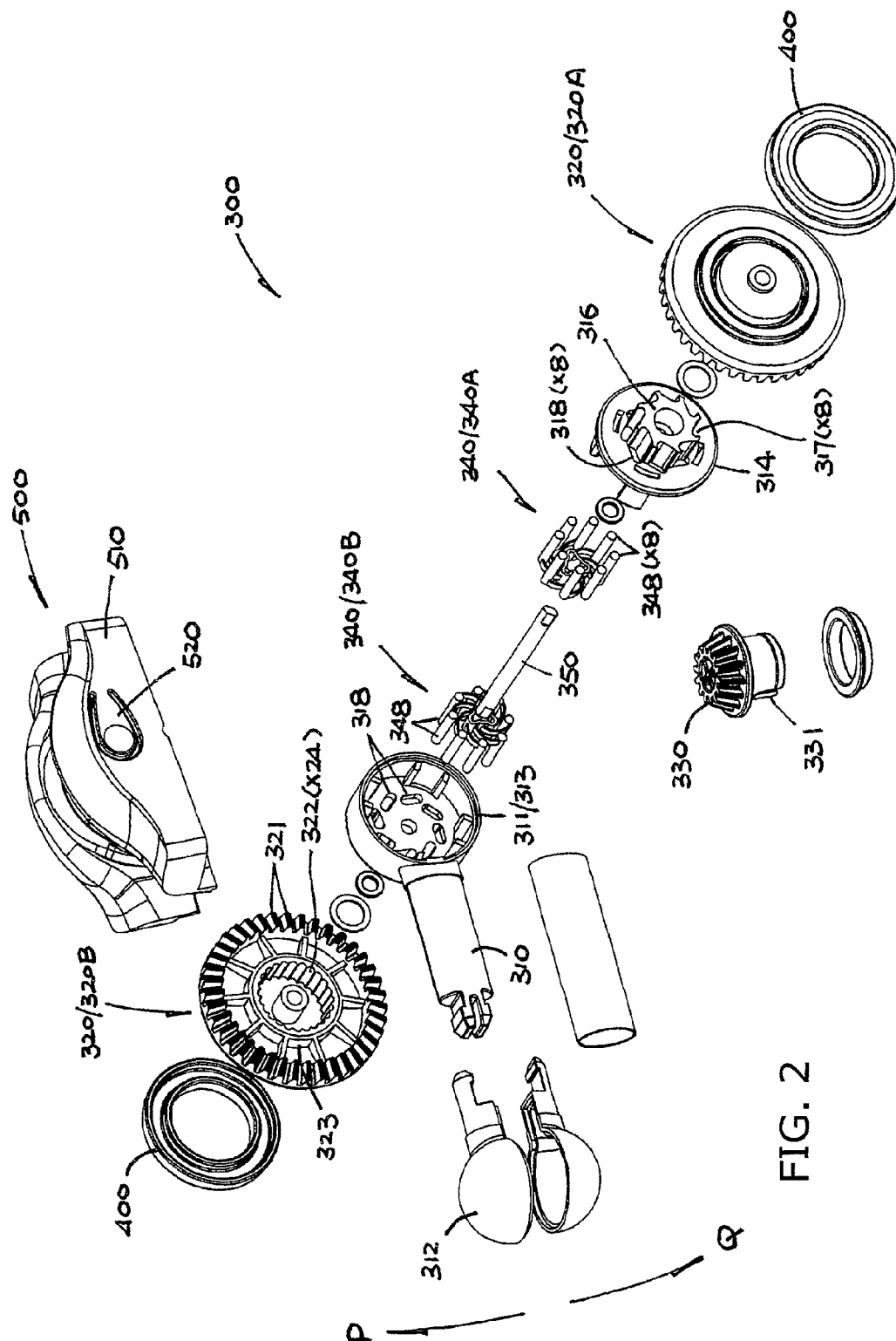


FIG. 1



**FIG. 2**

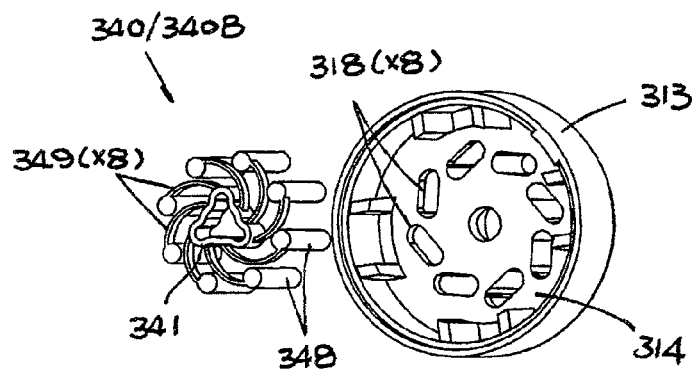


FIG. 3A

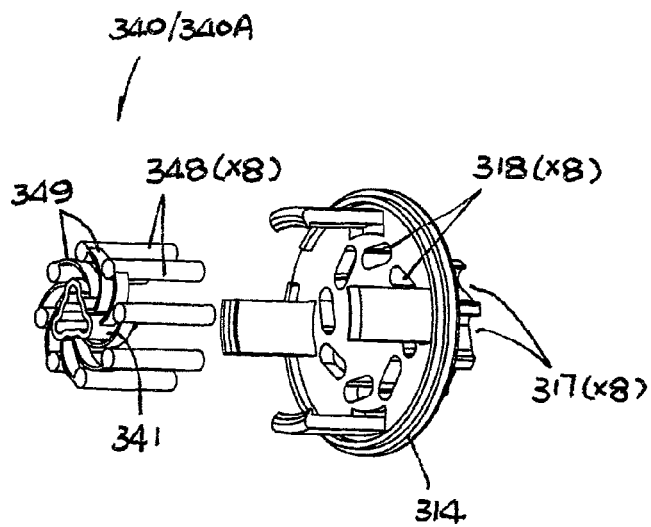


FIG. 3B

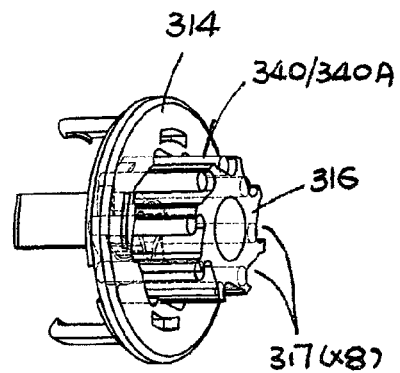


FIG. 3C

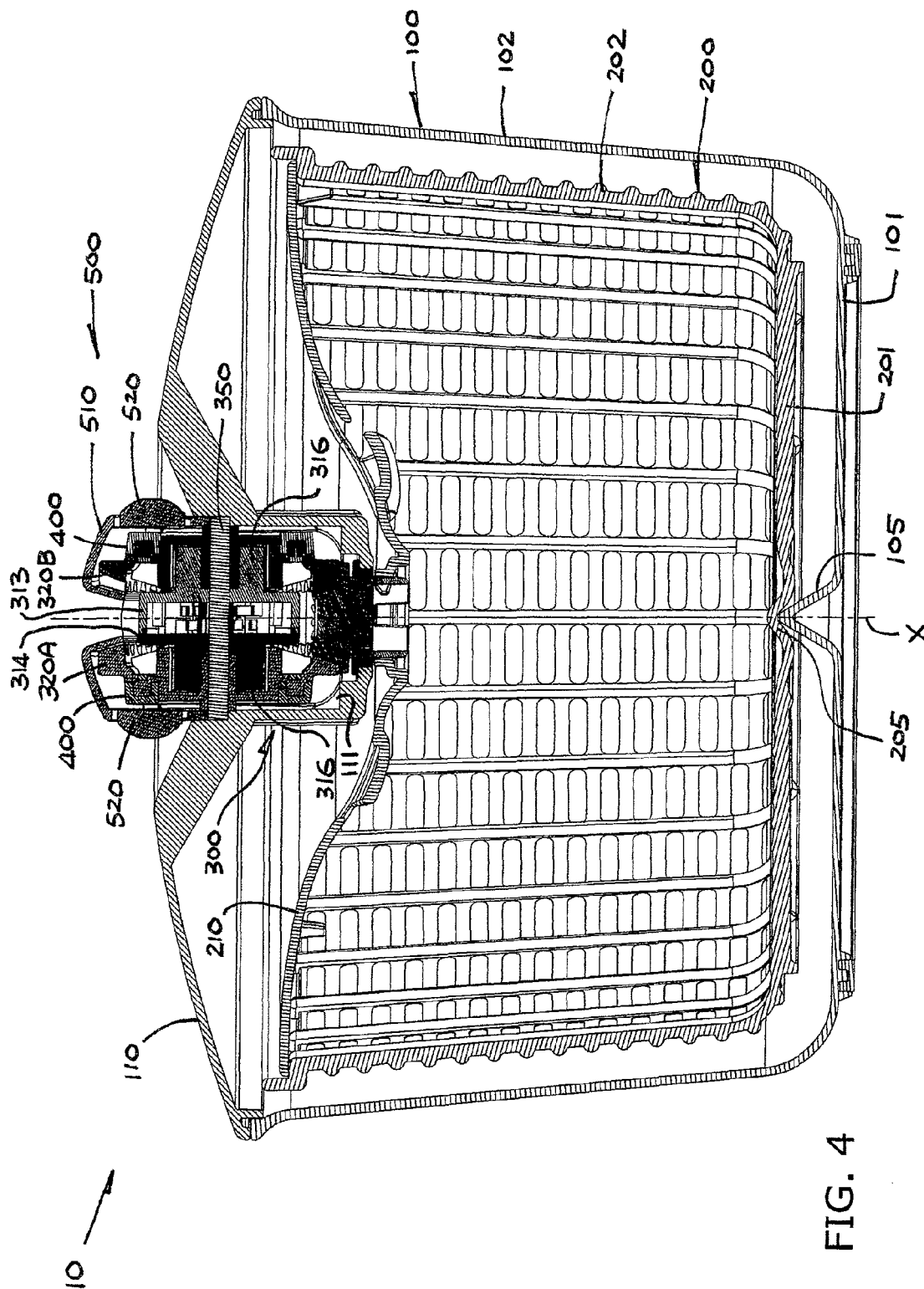
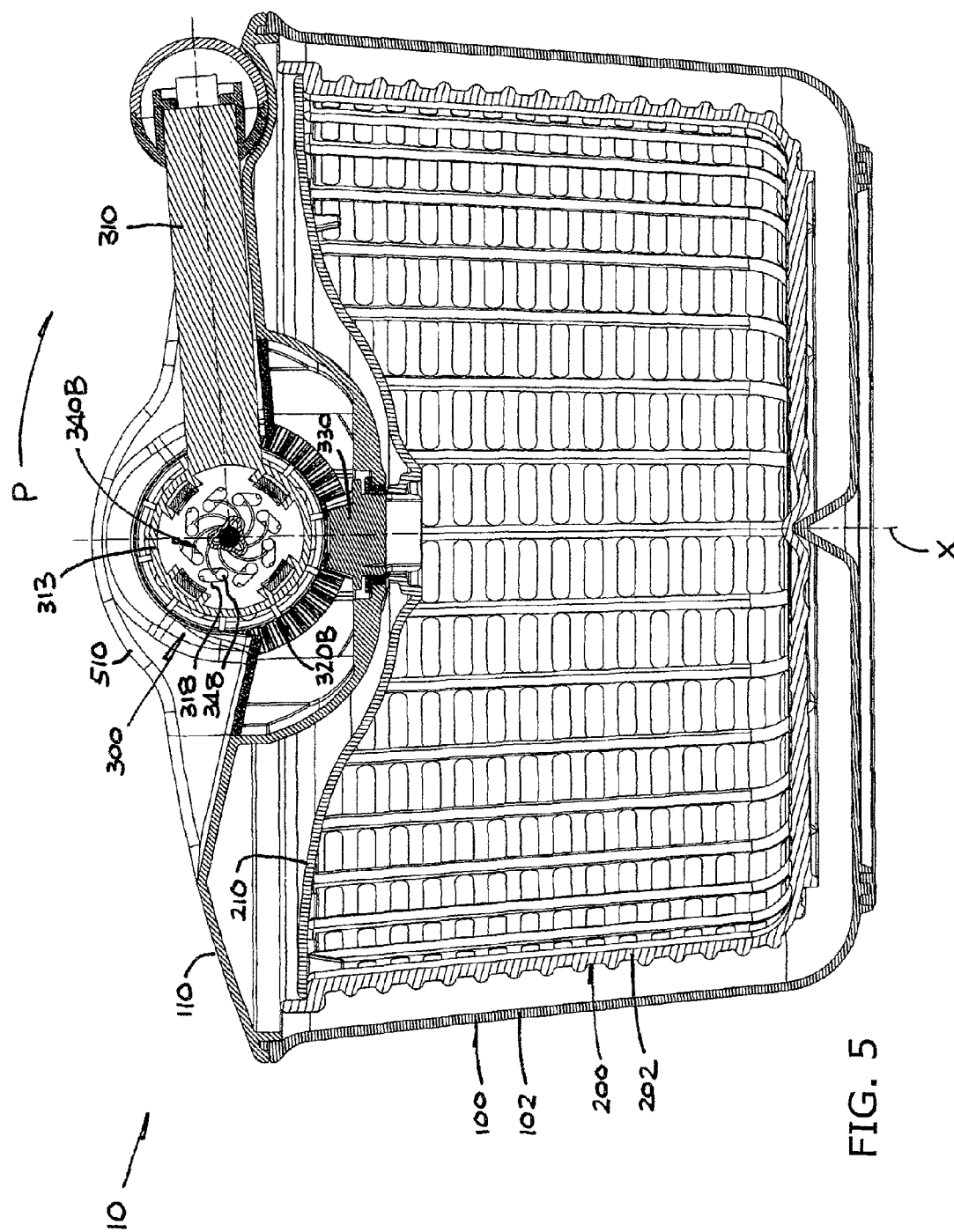


FIG. 4



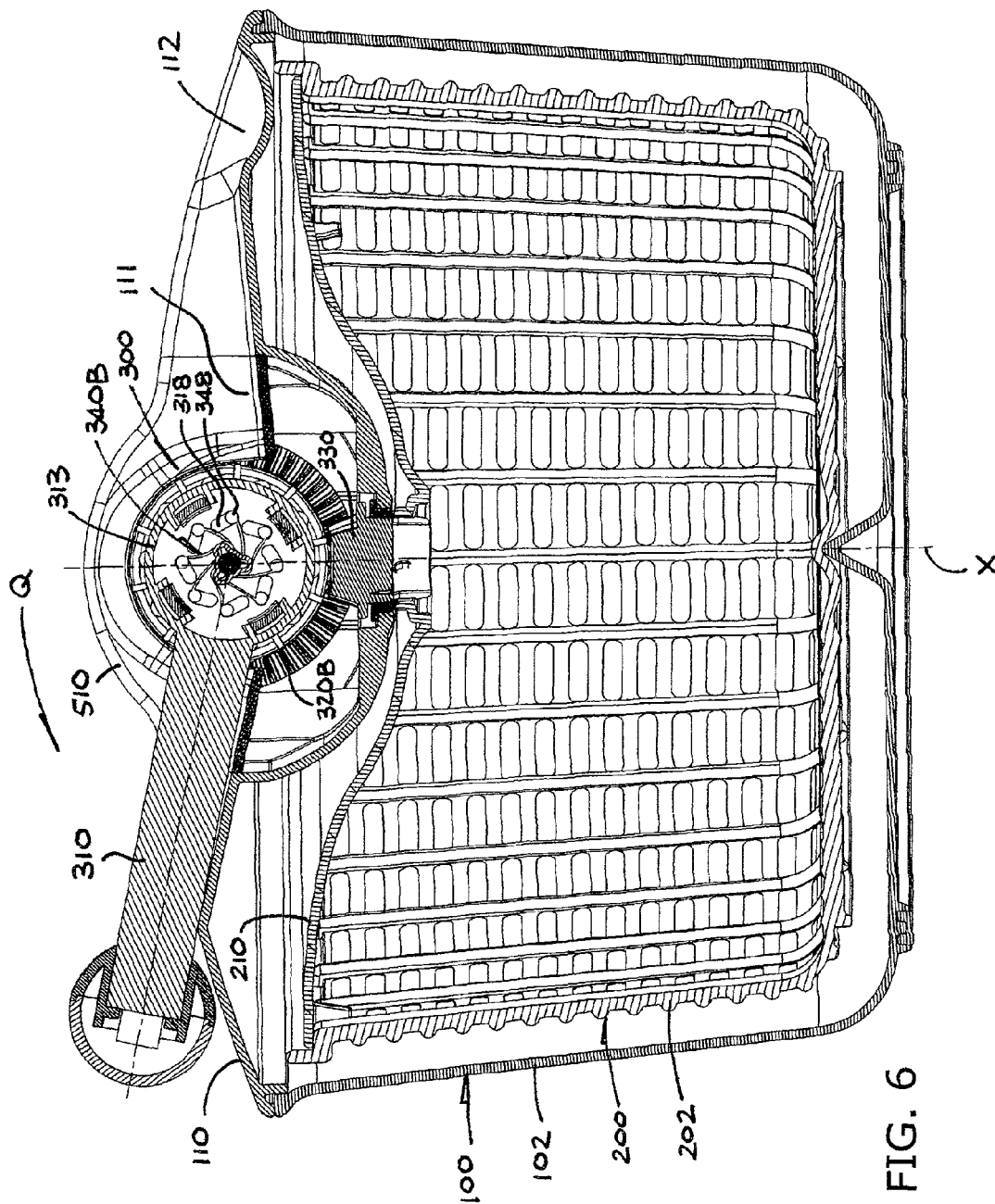


FIG. 6



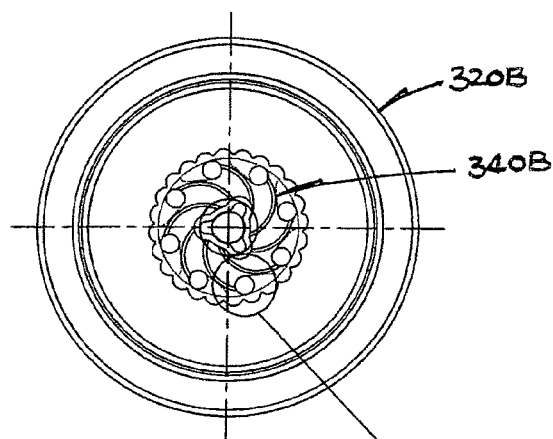


FIG. 7A

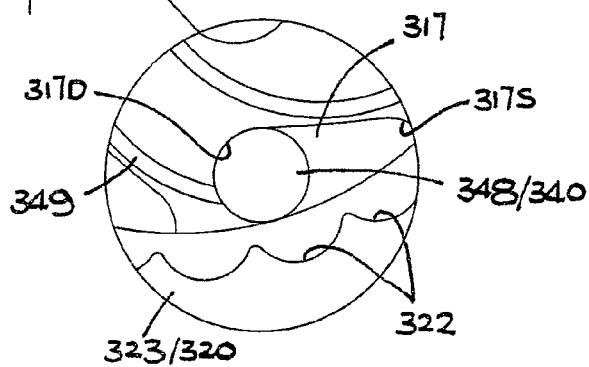


FIG. 7B

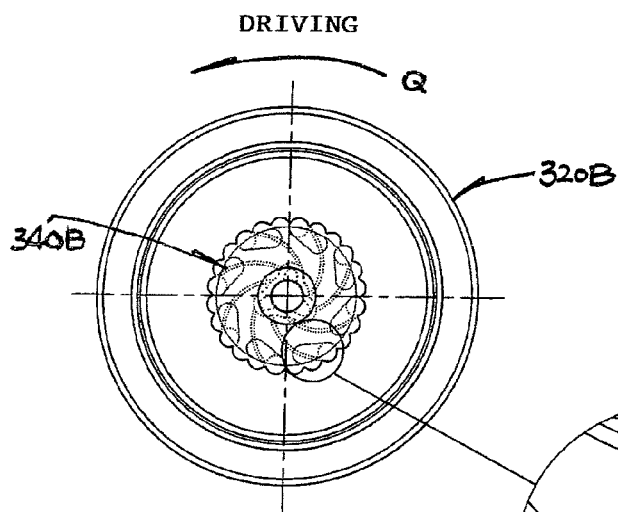


FIG. 8A

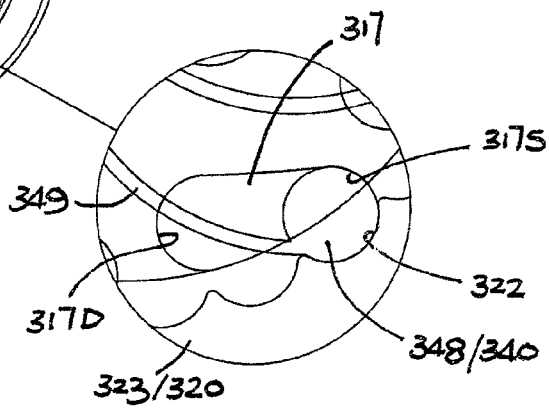


FIG. 8B

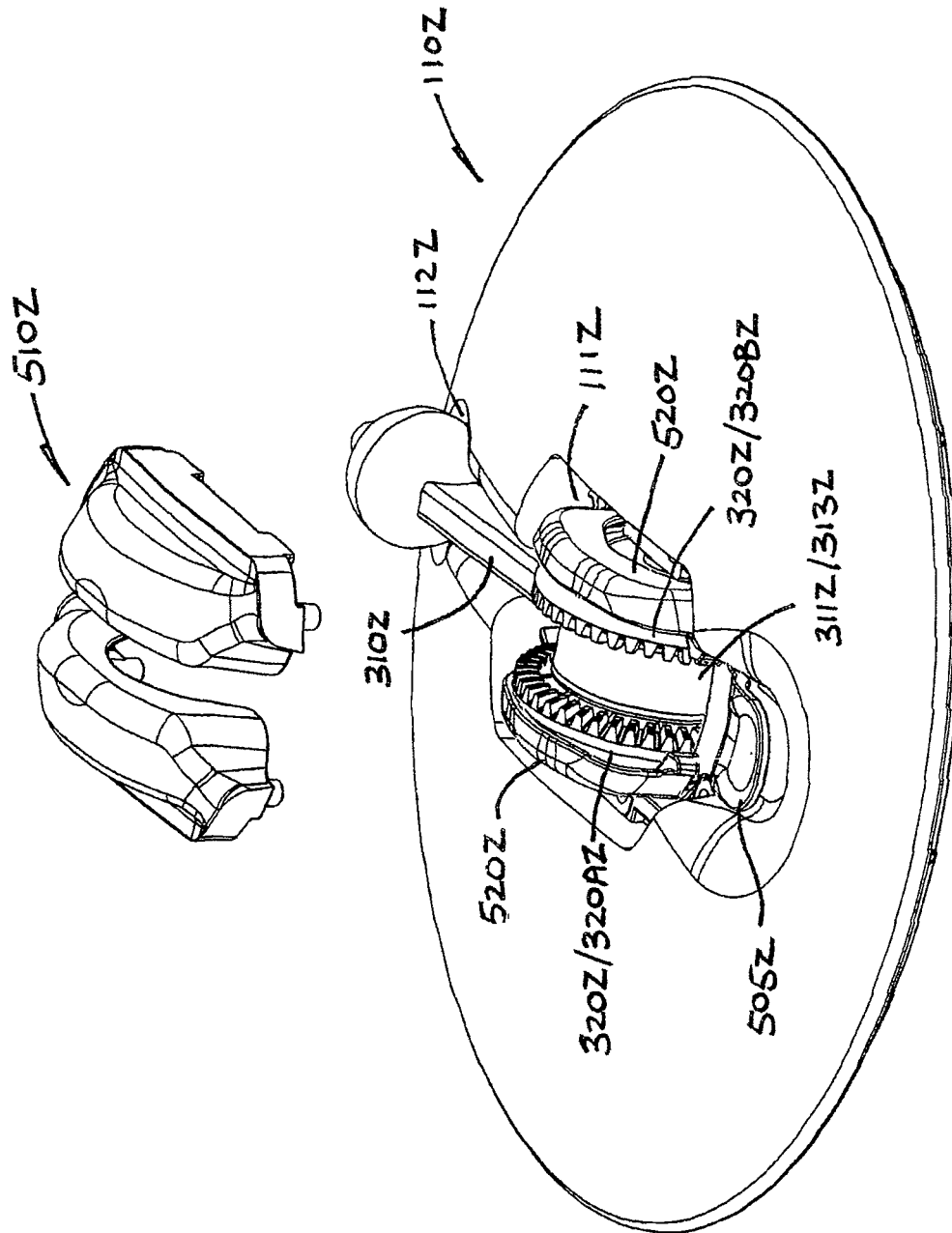


FIG. 9

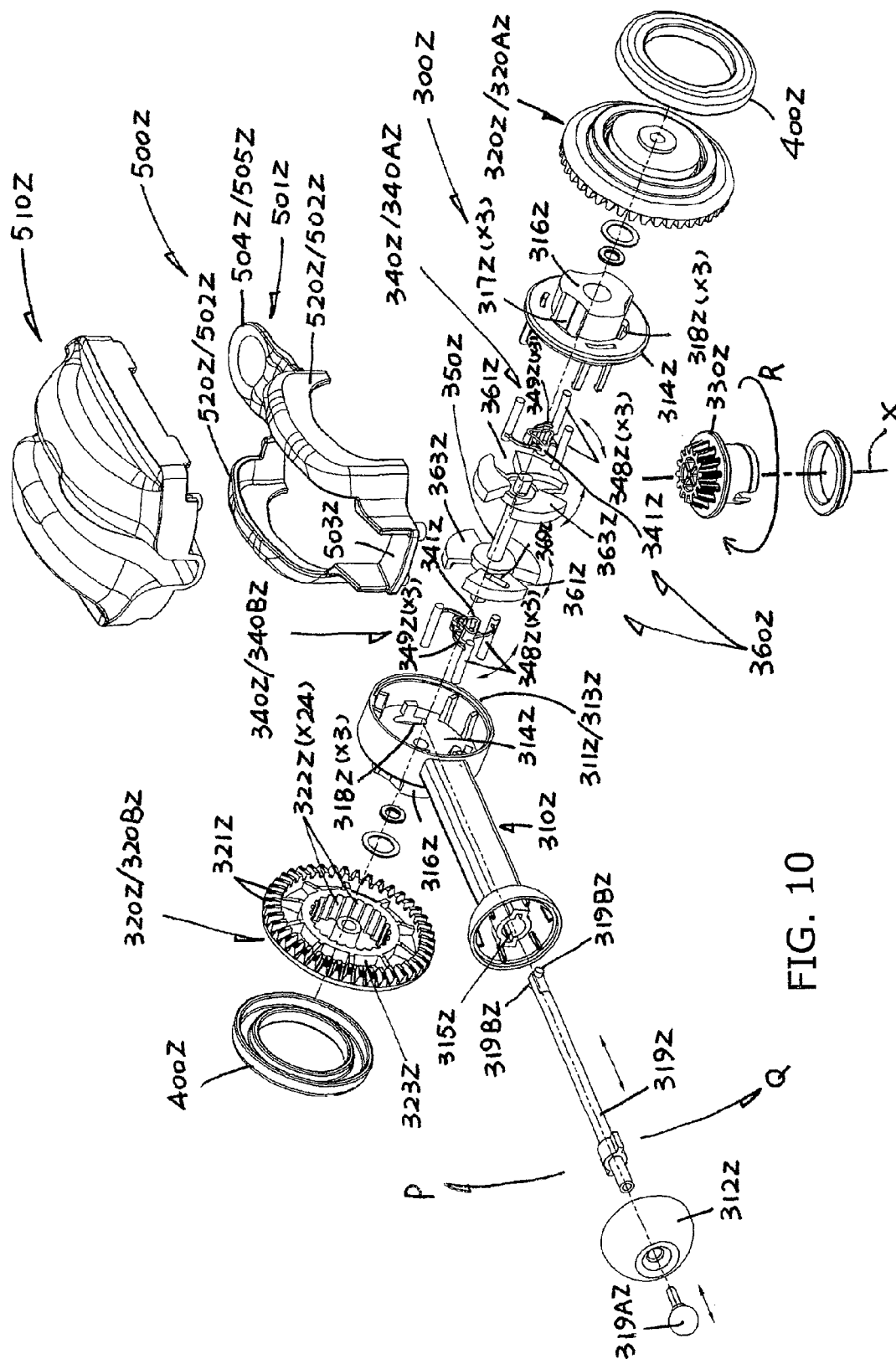


FIG. 10

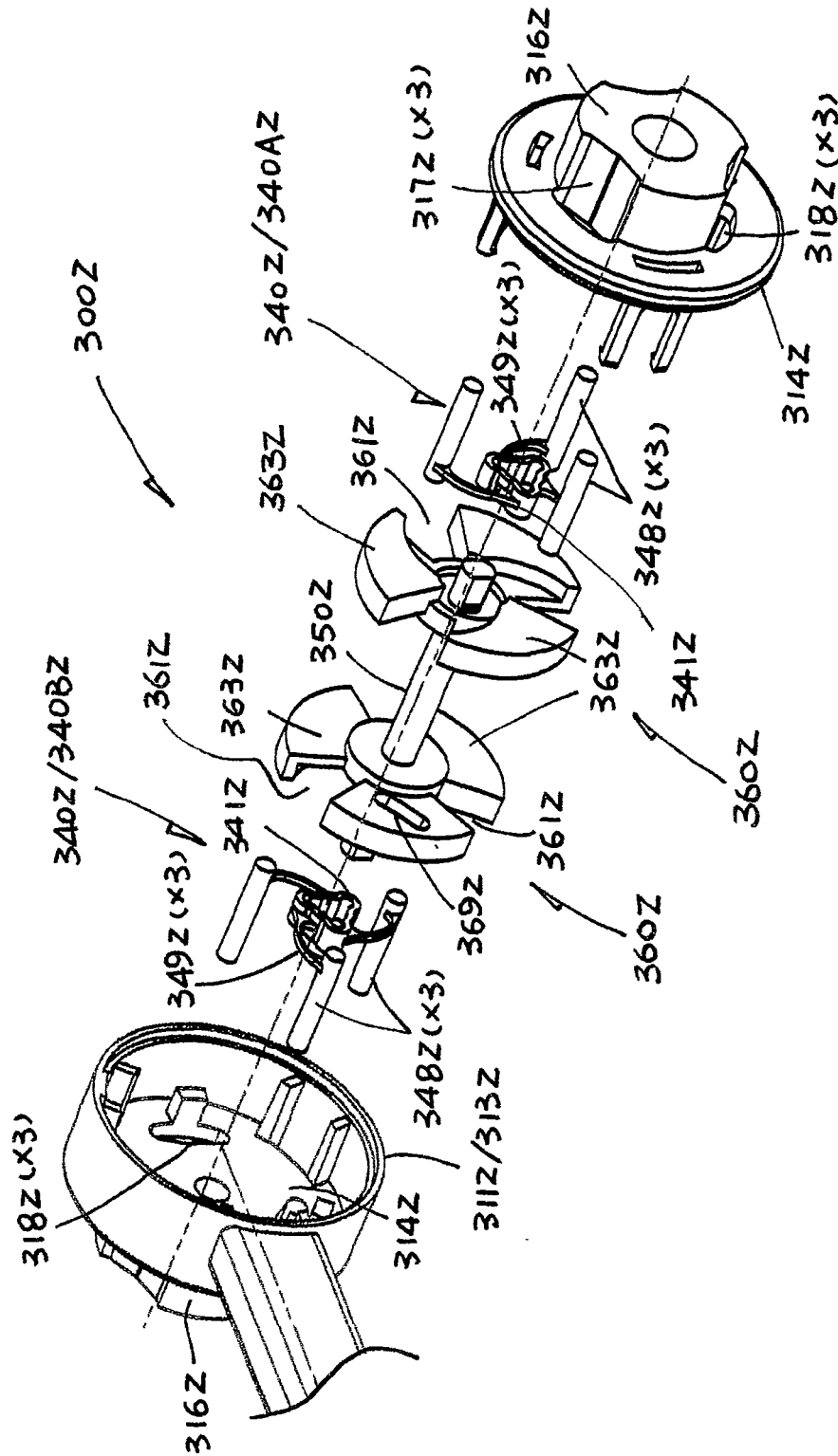
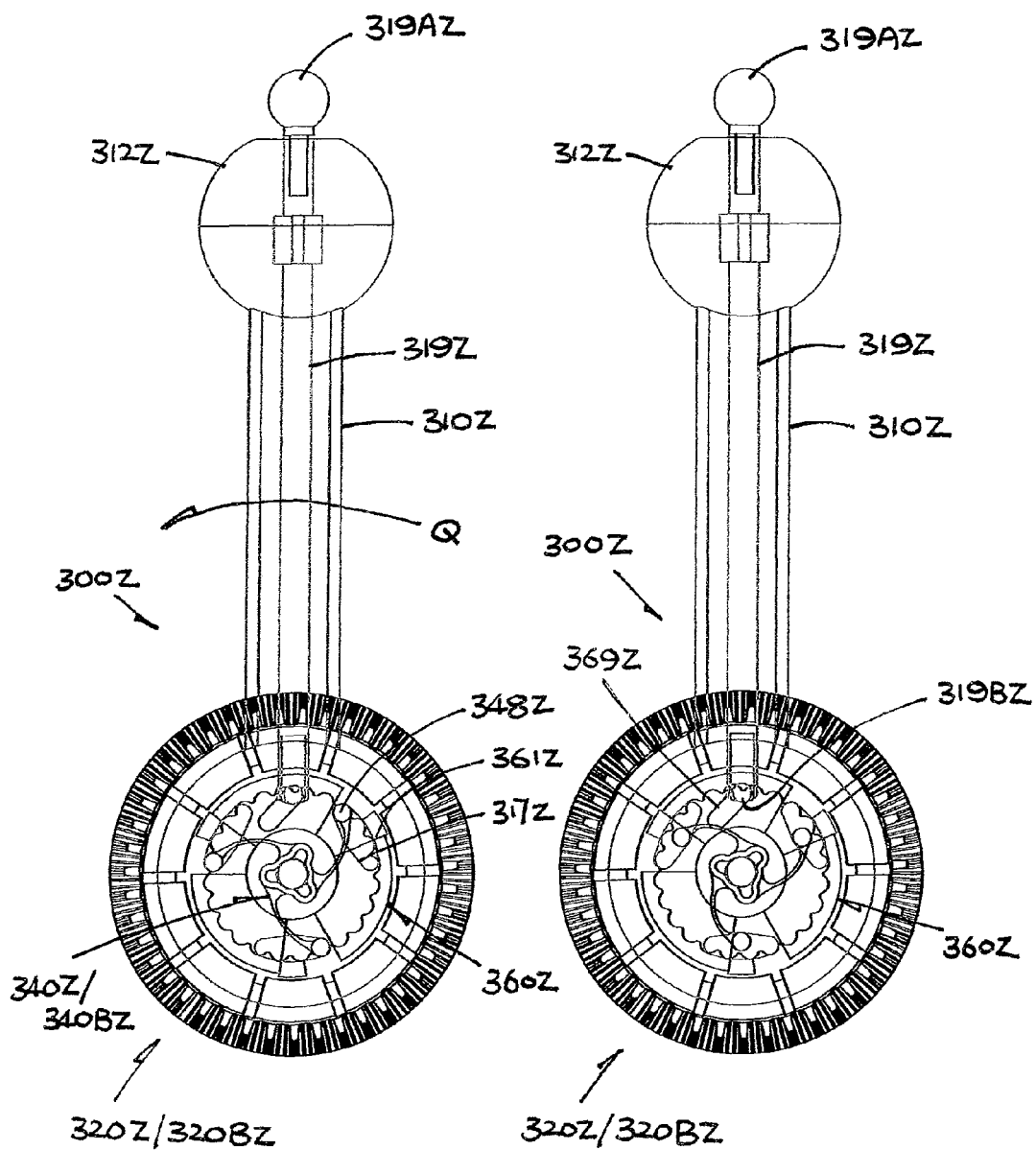


FIG. 10A



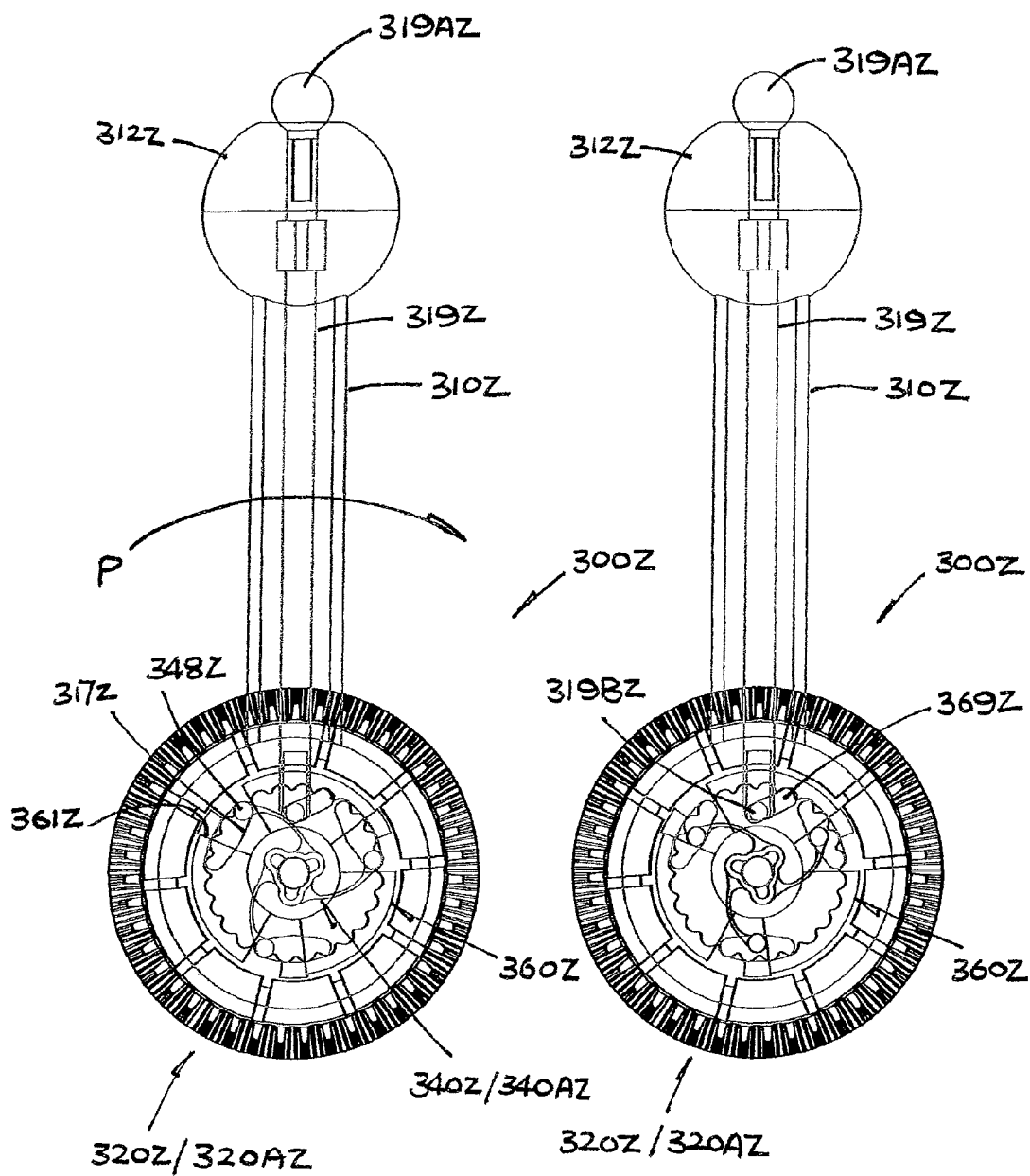
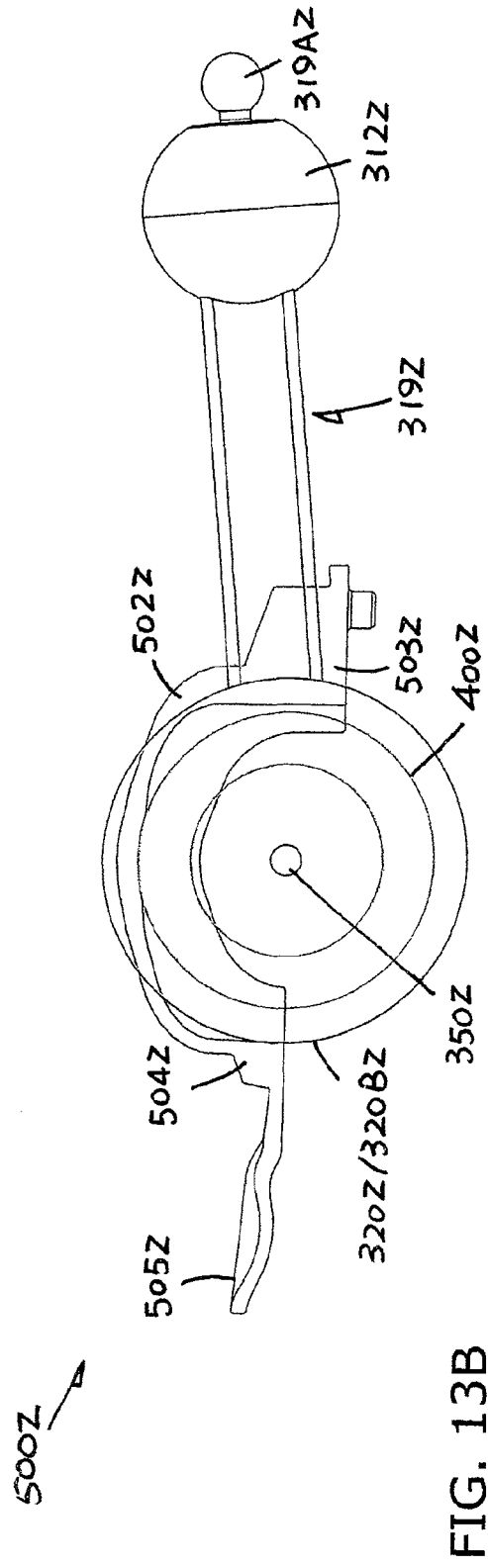
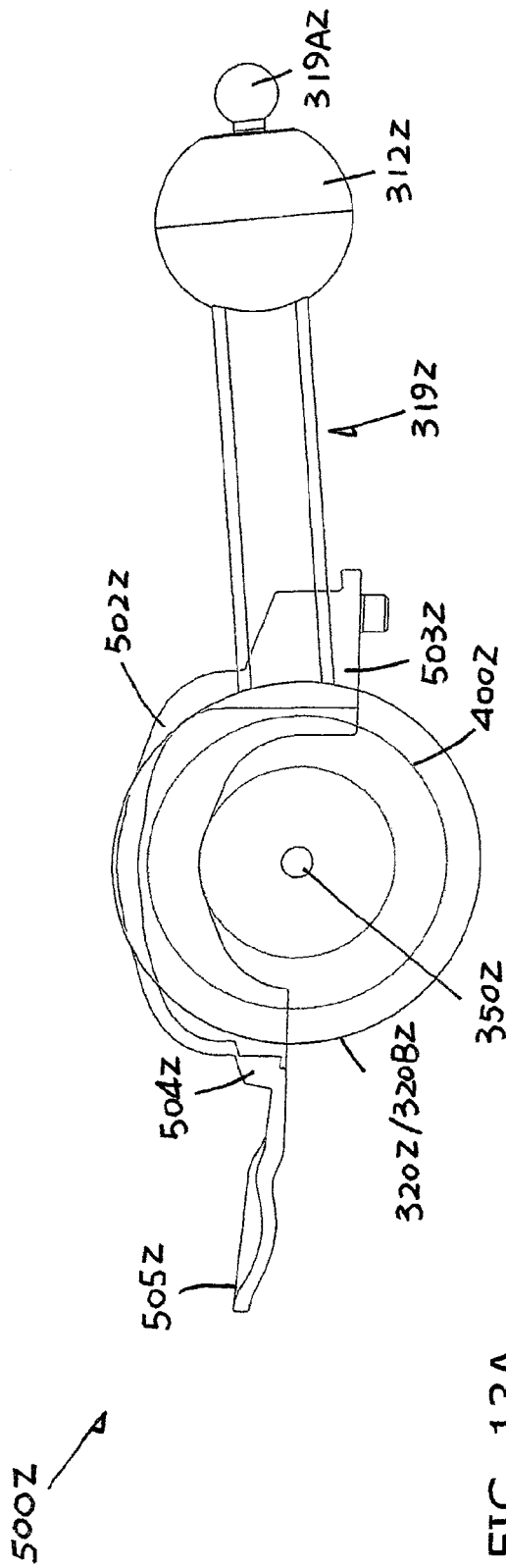


FIG. 12B

FIG. 12A



**FOOD PROCESSING APPARATUS**

The present invention relates to a food processing apparatus that is manually operated and includes a brake to stop operation and may operate in opposite directions.

**BACKGROUND OF INVENTION**

Food processing apparatus such as food spinners are commonly in the kitchens for quickly spinning off water from food such as salad, vegetable or the like. Most of such spinners are hand-operated. A typical construction includes a bowl-shaped housing, a basket supported in the housing for rotation, and a drive mechanism for rotating the basket to spin off water from food in the basket. Whilst the drive mechanism should be designed to rotate the basket as fast as possible to spin off water quickly, the direction of rotation of the basket and the ability to brake the basket are two concerns to users.

The invention seeks to provide a new or otherwise improved food processing apparatus to address at least one of these concerns.

**SUMMARY OF THE INVENTION**

According to the invention, there is provided a food processing apparatus comprising a housing, a food processing device supported in the housing for rotation about an axis of rotation, and a drive mechanism supported by the housing for rotating the food processing device to process food in the housing. The drive mechanism comprises a manual operating member, a gearwheel arranged to be rotated by the manual operating member and in drive transmission with the food processing device for in turn rotating the food processing device, and a centrifugal clutch provided between the manual operating member and the gearwheel for transmitting rotational drive from the manual operating member to the gearwheel. A brake mechanism is supported by the housing for braking the food processing device, which comprises a braking member for frictional engagement to stop rotation of the food processing device.

Preferably, the manual operating member is supported for reciprocation in opposite directions, and the centrifugal clutch is adapted to hold and transmit rotational drive in one direction to the gearwheel and to slip in the opposite direction.

In a preferred embodiment, the centrifugal clutch is in stationary engagement with the manual operating member for simultaneous motion and is in releasable engagement with the gearwheel.

More preferably, the centrifugal clutch comprises at least two keying members located between the manual operating member and the gearwheel, the keying members being supported by respective flexible links and being movable outwards by centrifugal action upon rotation of the centrifugal clutch to engage with the gearwheel.

Further more preferably, the centrifugal clutch includes a guiding surface for interaction with each keying member, the guiding surface being inclined outwardly in a driving direction of the centrifugal clutch to hold the keying member in engagement with the gearwheel in the driving direction and being inclined inwardly in the opposite non-driving direction of the centrifugal clutch to release the keying member from engagement with the gearwheel in the non-driving direction.

Yet further more preferably, the keying members are provided by respective parallel keying rods in a cylindrical

arrangement, with the keying rods extending axially of the cylindrical arrangement and the flexible links lying on an imaginary plane at one end of the cylindrical arrangement.

Yet further more preferably, the centrifugal clutch is disposed co-axially on a generally cylindrical former connected with the manual operating member, the former having parallel recesses each of which includes a respective guiding surface and locates a respective keying rod in a loose manner.

In a first preferred embodiment, each recess has a relatively shallower part for holding the respective keying rod outwards in engagement with the gearwheel and a relatively deeper part to give room allowing the keying rod to disengage from the gearwheel, with the respective guiding surface extending across the relatively shallower part and the relatively deeper part.

In a second preferred embodiment, each recess has two opposite ends each providing a said relatively shallower part, a middle portion between the opposite ends and providing the relatively deeper part, and a pair of said guiding surfaces extending across each opposite end and the middle portion, the pair of guiding surfaces being inclined in opposite directions for selective interaction with a respective keying member in opposite driving directions.

More preferably, the drive mechanism includes a selector operable to select either one guiding surface of the pair of guiding surfaces for interaction with the keying member in the respective driving direction, such that the drive mechanism is operable to rotate the food processing device selectively in either one of opposite directions.

Further more preferably, the selector is in loose engagement with the centrifugal clutch to thereby restrict relative movement and hence interaction of the keying members of the centrifugal clutch with respect to either one guiding surface selected from the pair of guiding surfaces.

Yet further more preferably, the selector is angularly movable for operation, and the drive mechanism includes a manual operator arranged to change the angular position of the selector in order to select between the pair of guiding surfaces for interaction with the keying member in the respective driving direction.

Yet further more preferably, the manual operator comprises an elongate member provided internally of the manual operating member.

In a preferred embodiment, the drive mechanism includes a guiding member in engagement with the centrifugal clutch for determining the direction of clutching action of the centrifugal clutch, and a selector in engagement with the centrifugal clutch for changing the relative position between the centrifugal clutch and the guiding member in order to select either one of two opposite directions of clutching action, thereby enabling the drive mechanism to rotate the food processing device selectively in opposite directions.

More preferably, the guiding member is inclined in opposite directions for selective engagement with the centrifugal clutch dependent upon the relative position between the centrifugal clutch and the guiding member.

It is preferred that the drive mechanism includes a train of gears for transmitting rotational drive from the centrifugal clutch to the food processing device, which has the gearwheel as the first gear in the train and includes at least one other gearwheel as the last gear in drive engagement with the food processing device for rotating the food processing device.

In a preferred embodiment, the brake mechanism includes a brake body which is attached to the housing and supports



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the braking member for frictional engagement with the gearwheel to stop rotation of the food processing device.

It is preferred that the braking member is provided by a part of the brake body, which comprises a tab for inward depression into frictional engagement with the gearwheel.

It is preferred that the braking member is provided by a part of the brake body, which extends across an upper part of the gearwheel for downward movement into frictional engagement with the gearwheel.

Advantageously, the gearwheel includes a friction part via which the braking member is arranged to come into frictional engagement with the gearwheel.

In a preferred embodiment, the drive mechanism includes a pair of said gearwheels which are arranged to be rotated by the manual operating member in opposite directions respectively and are in drive transmission with the food processing device, with a corresponding said centrifugal clutch provided between the manual operating member and each gearwheel for transmitting rotational drive from the manual operating member to the corresponding gearwheel in the respective direction, and further includes a common gear in drive engagement between both gearwheels and the food processing device for rotating the food processing device, with rotational drive in opposite directions received from the gearwheels being in operation merged by the common gear into a unidirectional rotational drive for rotating the food processing device.

#### BRIEF DESCRIPTION OF DRAWINGS

The invention will now be more particularly described, by way of example only, with reference to the accompanying drawings, in which:

FIG. 1 is an exploded perspective view of a first embodiment of a food processing apparatus in accordance with the invention;

FIG. 2 is another exploded perspective view showing a drive mechanism of the food processing apparatus of FIG. 1;

FIGS. 3A to 3C are further exploded perspective views showing parts of the drive mechanism of FIG. 2;

FIG. 4 is a cross-sectional side view of the food processing apparatus of FIG. 1, now assembled;

FIG. 5 is a cross-sectional side view corresponding to FIG. 4, showing the drive mechanism in part in non-driving operation;

FIG. 6 is another cross-sectional side view equivalent to FIG. 5, showing the drive mechanism in part in driving operation;

FIGS. 7A and 7B are enlarged side views illustrating the non-driving operation of FIG. 5;

FIGS. 8A and 8B are enlarged side views illustrating the driving operation of FIG. 6;

FIG. 9 is a perspective view of a drive mechanism supported in a top cover of a second embodiment of a food processing apparatus in accordance with the invention;

FIG. 10 is an exploded perspective view of the drive mechanism of FIG. 9, including a brake mechanism for stopping rotation of an internal basket;

FIG. 10A is an enlarged view of a portion of the drive mechanism including a brake mechanism that is shown in FIG. 10;

FIGS. 11A and 11B are side views which show the drive mechanism of FIG. 10 stopped and rotating clockwise respectively;

FIGS. 12A and 12B are side views which show the drive mechanism of FIG. 10 stopped and rotating anti-clockwise respectively; and

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FIGS. 13A and 13B are side views which show the brake mechanism of FIG. 10 idle and in use respectively.

#### DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

Referring initially to FIGS. 1 to 8B of the drawings, there is shown a first food processing apparatus embodying the invention, which is in the form of, for example, a salad spinner 10 for salad or vegetable, etc. The salad spinner 10 includes a generally cylindrical housing 100 having a round top cover 110, a generally cylindrical basket 200 located in the housing 100 and supported for rotation about a common vertical central axis X, and a drive mechanism 300 supported by the cover 110 for rotating the basket 200 so as to spin off water from salad or vegetable contained in the basket 200.

There is also a brake mechanism 500 which is supported by the housing 100, and partially located in a recessed central region or central recess 111 of the housing cover 110, for braking the basket 200 to stop rotation of the basket 200.

The basket 200, being in general a perforated container, is an example of a food processing device for rotation to process food in the housing 100, that is in this particular embodiment separating water from salad or the like. The basket 200 is normally closed by its own round lid 210 which couples the basket 200 to be in drive engagement with the drive mechanism 300 for rotation thereby.

The housing 100 has a round bottom 101 and a cylindrical side wall 102 on the bottom 101, with a central spike 105 projecting upwardly from the bottom 101. Similarly but slightly smaller in size, the basket 200 has a round bottom 201 and a cylindrical side wall 202 upstanding integrally therefrom. The basket bottom 201 has a central dent 205 which faces downwards and bears upon the spike 105, such that the basket 200 is rotatable about the central axis X. The basket 200 with lid 210 is slightly smaller than the interior of the housing 100 with cover 110, and fits loosely therein.

The lid 210 and the basket 200 are coupled together for simultaneous rotation through angular inter-engagement between peripheral lugs 219 on lid's lower surface and reinforcement ribs 209 on the basket's inner surface, such that the basket 200 and lid 210 will rotate and stop at the same time.

The housing cover 110 is convex upwardly and the basket lid 210 concave downwardly, together forming between them a circular central cavity in which the drive mechanism 300 is located.

The drive mechanism 300 is formed by a manual operating member 310, and a set of gears having a pair of gearwheels 320A and 320B and a third, common gear 330 arranged to be rotated by the manual operating member 310 and in drive transmission with the basket 200 for in turn rotating the basket 200. The drive mechanism 300 includes a pair of centrifugal clutches 340A and 340B provided between the manual operating member 310 and the gearwheels 320A and 320B respectively for transmitting rotational drive from the manual operating member 310 to the gearwheels 320A and 320B.

In passing, the brake mechanism 500 incorporates a pair of braking members 520 which are frictionally engageable with the gearwheels 320A and 320B respectively to stop rotation of the basket 200, as will be described later.

The manual operating member 310 is implemented by a reciprocating lever 310 which has an inner end 311 pivotably connected in the central recess 111 of the housing cover 110 by means of a horizontal axle 350 that extends across the

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top of the central recess 111, with the outer end 312 being free and in the form of a knob for manipulation. The operating lever 310 is pivotable in opposite directions P and Q (FIGS. 1 and 2) between the left and right sides on the cover 110 (cf FIGS. 5 and 6) through an angle of about 160° for operating the drive mechanism 300. The cover 110 is formed with an oblong recess 112 as an extension of the central recess 111 and shaped to match the lever 310, partially into which recess 112 the lever 310 may be pivoted for storage (FIG. 5).

The inner end 311 of the lever 310 is expanded to form a two-part flat cylindrical box 313 that is disposed co-axially about the axle 350 for pivotal motion. The box 313 has two opposite flat circular end walls 314, through each of which eight identical slots 318 are formed. The slots 318 on each end wall 314 are arranged evenly in a circle about the wall's center, and are inclined or skewed at a small angle of about 20° from the circle in the clockwise direction on one end wall 314 and in the anti-clockwise direction on the opposite end wall 314.

Each end wall 314 bears a generally cylindrical hollow former 316 which projects co-axially outwardly from the end wall 314, having a cross-section within and surrounded by the circle of slots 318. On and around its cylindrical surface, the former 316 is shaped to provide eight parallel flat recesses 317, each including a guiding surface 317, at equiangular positions.

Both gearwheels 320A and 320B (collectively 320) are bevel gearwheels of identical construction (FIG. 2), each having an outer periphery bearing a ring of gear teeth 321 and an inner periphery bearing a ring of recesses 322. The recesses 322 have an identical arcuate cross-section and are provided by evenly-distributed uniform grooves 322 on and around a cylindrical inner surface of an inner collar 323 which is formed co-axially and integrally on the gear teeth's side of the gearwheel 320.

There are twenty-four such grooves 322 on each gearwheel 320 and they extend parallel to the axial direction of the gearwheel 320. The opposite side of the gearwheel 320 is generally flat, to which there is co-axially attached a friction part in the form of, for example, a ring 400 which may be made of rubber or the like material for enhanced frictional grip by the respective braking member 520. The ring 400 is an optional part of the gearwheel 320 but advantageous. The common gear 330 is also a bevel gear, but is much smaller than the first two gearwheels 320.

The centrifugal clutches 340A and 340B (collectively 340) have the same construction. Each centrifugal clutch 340 is formed by a central hub 341 and eight (i.e. at least two) identical claws or keying members 348 which are connected by respective identical flexible links 349 to the hub 341 in an equiangular manner about the hub 341. Each of the flexible links 349 extends from the hub 341 along a spiral path that terminates in a skewed direction or angle at the associated keying member 348, in which direction or at which angle the associated keying member 348 is supported.

The keying members 348 are provided by co-parallel rods 348, each of a circular cross-section, in a cylindrical arrangement, with the rods 348 extending axially of the cylindrical arrangement and the links 349 lying on an imaginary plane at one end of the cylindrical arrangement (FIGS. 3A to 3C).

The two centrifugal clutches 340A and 340B are arranged in opposite directions by being located in a back-to-back arrangement inside the lever's end box 313, each with its eight keying rods 348 projecting through the slots 318 individually out from the box's relevant end wall 314 and

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lying in the flat recesses 317 of the former 316 respectively. Thus, each centrifugal clutch 340A/340B is disposed co-axially on the respective former 316, with the flat recesses 317 locating the rods 348 respectively in a loose manner. By means of its flat recesses 317, the former 316 acts as a guiding member for determining the direction of clutching action of the associated centrifugal clutch 340A/340B. The axle 350 extends centrally through this assembly.

For each centrifugal clutch 340 and associated former 316, the flat recesses 317 each have a relatively shallower side (or part) 317S in the spiral direction of the links 349 for holding the corresponding rods 348 partially outwards and in engagement with the gearwheel 320, and a relatively deeper side (or part) 317D to give room allowing the rods 348 to recede completely into the flat recesses 317 and disengage from the gearwheel 320. By extending across the relatively shallower part 317S and the relatively deeper part 317D of each flat recess 317, the respective guiding surface 317 is inclined for interaction with the associated keying rod 348.

Being located in and projecting out of the lever's end box 313, both centrifugal clutches 340A and 340B are in a generally stationary engagement with the lever 310 for simultaneous motion such that they will turn with the lever 310 as one piece in the same direction either way upon pivoting of the lever 310 during the operation of the drive mechanism 300.

While the lever 310 is hinged with its end box 313 about the axle 350 for pivotal motion, both centrifugal clutches 340A and 340B are similarly disposed on the axle 350 for turning, facing in opposite directions. The two gearwheels 320A and 320B are also disposed on the axle 350 for turning, right next to and in engagement with the centrifugal clutches 340A and 340B respectively. Each centrifugal clutch 340A/340B is inserted into the collar 323 of the associated gearwheel 320A/320B for clutching action with the collar's grooves 322 to transmit rotational drive from the lever 310 and to the gearwheel 320A/320B.

A clutching action occurs each time upon pivoting of the lever 310 in either direction, but is only performed by one of the centrifugal clutches 340A/340B which is turned in the driving direction and hence connects, with the other centrifugal clutch 340B/340A slipping or disconnecting in the opposite non-driving direction. The centrifugal clutches 340A and 340B are therefore in releasable engagement with the respective gearwheels 320A and 320B for drive transmission.

As the centrifugal clutches 340A and 340B are turned by the lever 310, each of them will expand with its rods 348 swinging radially outwards under centrifugal action, through flexing of the associated links 349. When the centrifugal clutches 340A and 340B stop turning with the lever 310, they will contract as the links 349 connecting their rods 348 flex back inwards by virtue of the links' own resilience.

Taking the centrifugal clutch 340B turning in the spiral direction of its links 349 (i.e. in direction Q) as an example (FIGS. 6, 8A and 8B), it expands to have its rods 348 swung outwards into engagement with respective adjacent grooves 322 of the associated gearwheel 320B. The rods 348 are displaced to reach the shallower sides 317S in their associated flat recesses 317 on the former 316, where they are held about halfway outwards in engagement with the respective grooves 322 and hence the overall gearwheel 320B, in a keying action. The centrifugal clutch 340B connects. The gearwheel 320B is therefore driven to turn in the driving direction Q, and will continue to be turned until the lever 310 later stops and/or is reversed to pivot in direction P.

At such later time, the rods **348** will be displaced through reversed motion to reach the opposite deeper sides **317D** in their associated flat recesses **317**, which give room allowing the rods **348** to recede completely into the flat recesses **317** and disengage from the respective grooves **322** (FIGS. **5**, **7A** and **7B**). Thus the centrifugal clutch **340B** disconnects and slips in the non-driving direction **P**, and the gearwheel **320B** stops.

In general, for interaction with each keying rod **348**, the associated guiding surface **317** is inclined outwardly in the driving direction **Q** of the centrifugal clutch **340B** to hold the rod **348** in the shallower side **317S** in engagement with the gearwheel **320B** in the driving direction **Q**, and is inclined inwardly in the opposite non-driving direction **P** of the centrifugal clutch **340B** to release the rod **348** in the deeper side **317D** from engagement with the gearwheel **320B** in the non-driving direction **P**.

The other centrifugal clutch **340A** operates in the opposite direction **P**, performing a clutching action in generally the same manner as described above.

The two formers **316**, together with their associated centrifugal clutches **340A** and **340B**, are arranged back-to-back such that their flat recesses or guiding surfaces **317** are inclined in opposite directions. This leads to the result that the centrifugal clutches **340A** and **340B** operate in opposite directions i.e. one connecting while the other disconnecting at any time during the operation of the drive mechanism **300**. Overall, the gearwheel **320A** will be driven by the lever **310** pivoting in direction **P**, and the other gearwheel **320B** instead will be driven by the lever **310** pivoting in the reversed direction **Q**. Upon reciprocation of the lever **310**, the two gearwheels **320A** and **320B** will rotate in turn or alternately and in opposite directions.

The common gear **330** is supported horizontally for rotation about the vertical axis **X** at a position right below and between the two gearwheels **320A** and **320B**, being in mesh with them at right angles on opposite sides to receive rotational drive from them on opposite sides. The common gear **330** has a co-axially depending plug **331** which is releasably coupled with a central socket hole **211** of the basket's lid **210** for rotating the basket **200**. Overall, the common gear **330** is in drive engagement between both gearwheels **320A** and **320B** and the basket **200** for rotating the basket **200**.

As the common gear **330** has its opposite left and right sides in mesh with the gearwheels **320A** and **320B** respectively, the rotational drive in opposite directions received from the gearwheels **320A** and **320B** is in operation combined or merged by the common gear **330** into a unidirectional rotational drive, i.e. in single direction **R** (FIG. **1**), for rotating the basket **200** via its lid **210**.

The gearwheel **320A** and the common gear **330** constitute a train of gears, and the other gearwheel **320B** and the common gear **330** constitute a second train of gears running in parallel with the first train, for alternately transmitting rotational drive from the respective centrifugal clutches **340A** and **340B** to the basket **200**. The gearwheel **320A/320B** acts as the first gear in each train, and the common gear **330** is included acting as the last gear in drive engagement with the basket **200** for rotating the basket **200**.

The gearwheels **320A** and **320B** are at an upstream position in the drive transmission path relative to the load i.e. basket **200**. It is found that braking applied at such an upstream position is particularly effective, at least more effective than that applied to the load i.e. the basket **200** or its lid **210**. Being the first gear in the gear trains transmitting

drive, the gearwheel **320A/320B** is closest to the source of drive, and this arrangement further enhances the braking efficacy.

It is noted that the unidirectional drive rotating the basket **20** is transmitted from the two gearwheels **320A** and **320B** alternately in an intermittent manner as the lever **310** is reversed at each of its leftmost and rightmost end positions. However, during reversal of the lever **310**, the basket **200** especially when it is loaded with content will continue to rotate by inertia or momentum i.e. to freewheel without significant obstruction, only other than friction in the rotating system, because both centrifugal clutches **340A** and **340B** will momentarily disconnect each time when the lever **310** reverses.

Referring now to the brake mechanism **500**, it has a brake body **510** which is hollow and whose wall carries the aforesaid pair of braking members **520** on opposite sides thereof. The brake body **510** is located on and attached to the housing cover **110** and extending across the top of the central recess **111** to cover or close the central recess **111**. The brake body **510** is of a shell-like shape and generally matching the outline of the upper halves of the two gearwheels **320A** and **320B** for enclosing and surrounding the same, which protrude upwardly out of the central recess **111**, thereby concealing the otherwise exposed part of the drive mechanism **300** from sight, which is not intended for user's access.

The matching of shape brings the braking members **520** adjacent the gearwheels **320A** and **320B** respectively and on opposite sides thereof, in close proximity to but spaced slightly apart from the respective friction rings **400** thereon, for frictional engagement therewith. Each braking member **520** is provided by a part of the wall of the brake body **510**, which may be partially cut to form a round or oblong tab that only remains connected at one end, for inward depression laterally into frictional engagement with the gearwheel **320A/320B** via the respective friction ring **400**. Upon release, the tabs will self return or disengage under own resilience. Each tab is thickened outwards to form a knob for convenience of pressing.

The parallel or side-by-side arrangement of the two gearwheels **320A** and **320B** with their friction rings **400** on the outside further facilitates manual operation. The user only needs to pinch or squeeze the two knobs on opposite sides with his/her index finger and thumb to press both braking members **520** in opposite directions into frictional engagement with the gearwheels **320A** and **320B** i.e. against the corresponding friction rings **400** to stop rotation of the gearwheels **320A** and **320B** and in turn the basket **200**.

Referring now to FIGS. **9** to **13B** of the drawings, there is shown a second food processing apparatus embodying the invention, which is also a salad spinner **10Z** and has a construction similar to that of the first salad spinner **10**, with equivalent parts and components designated by the same reference numerals suffixed by a letter "Z", and operates in a similar manner, unless otherwise stated.

In terms of similarities, this salad spinner **10Z** includes a generally cylindrical housing having a round top cover **110Z**, a generally cylindrical basket **200Z** (see FIG. **1**) located in the housing and supported for rotation about a common vertical central axis, and a drive mechanism **300Z** supported by the cover **110Z** for rotating the basket **200Z** so as to spin off water from salad or vegetable contained in the basket **200Z**. There is also a brake mechanism **500Z** which is supported by the housing, and partially located in a recessed central region or central recess **111Z** of the housing cover **110Z**, for braking the basket **200Z** to stop rotation of the basket **200Z**.

The drive mechanism **300Z** and brake mechanism **500Z** each have a partly different construction and operate in an improved manner.

The drive mechanism **300Z** is formed by a manual operating member **310Z**, and a set of gears having a pair of gearwheels **320AZ** and **320BZ** and a third, common gear **330Z** arranged to be rotated by the manual operating member **310Z** and in drive transmission with the basket **200Z** for in turn rotating the basket **200Z**. The drive mechanism **300Z** includes a pair of centrifugal clutches **340AZ** and **340BZ** provided between the manual operating member **310Z** and the gearwheels **320AZ** and **320BZ** respectively for transmitting rotational drive from the manual operating member **310Z** to the gearwheels **320AZ** and **320BZ**.

In passing, the brake mechanism **500Z** incorporates a pair of braking members **520Z** which are frictionally engageable with the gearwheels **320AZ** and **320BZ** respectively to stop rotation of the basket **200Z**, as will be described later.

The manual operating member **310Z** is implemented by a reciprocating operating lever **310Z** which has an inner end **311Z** pivotably connected in the central recess **111Z** of the housing cover **110Z** by means of a horizontal axle **350Z** that extends across the top of the central recess **111Z**.

An outer free end **312Z** of the lever **310Z** terminates in the form of a knob for user's manipulation. The lever **310Z** is pivotable in opposite directions P and Q (FIGS. **10** and **11B/12B**) between the left and right sides on the cover **110** through an angle of about 160° for operating the drive mechanism **300Z**. The cover **110Z** is formed with an oblong recess **112Z** as an extension of the central recess **111Z** and shaped to match the lever **310Z**, partially into which recess **112Z** the lever **310Z** may be pivoted for storage (FIG. **9**).

The inner end **311Z** of the lever **310Z** is expanded to form a two-part flat cylindrical box **313Z** that is disposed co-axially about the axle **350Z** for pivotal motion. The box **313Z** has two opposite flat circular end walls **314Z**, through each of which there are three (instead of eight compared to the first embodiment) identical slots **318Z** extending evenly in a circular arrangement about the axle **350Z**. Each of these slots **318Z** has a generally flat elliptical shape and extends along its length in the circumferential direction with respect to the axle **350Z**.

Each end wall **314Z** bears a generally cylindrical hollow former **316Z** which protrudes co-axially outwards from the end wall **314Z**, having a cross-section surrounded by the circularly-arranged slots **318Z**. On and around its cylindrical surface, the former **316Z** is shaped to form three flat recesses **317Z**, each including a guiding surface **317Z**, at equiangular positions and in alignment with and adjoining the slots **318Z** respectively. By sharing half of the generally flat elliptical cross-section of the respective slot **318Z**, each guiding surface **317Z** has a flat semi-elliptical cross-section or in general a convex cross-section.

Both gearwheels **320AZ** and **320BZ** (collectively **320Z**) are bevel gearwheels of identical construction, each having an outer periphery bearing a ring of gear teeth **321Z** and an inner periphery bearing a ring of recesses **322Z**. The recesses **322Z** have an identical part-circular cross-section and are provided by evenly-distributed uniform grooves **322Z** on and around the inner surface of an inner cylindrical collar **323Z**. The collar **323Z** is formed co-axially and integrally on the same inner side of the gearwheel **320Z** as the gear teeth **321Z**.

There are twenty-four such grooves **322Z** on each gearwheel **320Z** and they extend parallel to the gearwheel's axial direction. The opposite side of the gearwheel **320Z** is generally flat, to which there is co-axially attached a friction

part in the form of, for example, a ring **400Z** which may be made of rubber or the like material for enhanced frictional grip by the respective braking member **520Z**. The ring **400Z** is an optional part of the gearwheel **320Z** but advantageous. The common gear **330Z** is also a bevel gear, but is much smaller than the first two gearwheels **320Z**.

The centrifugal clutches **340AZ** and **340BZ** (collectively **340Z**) have the same construction. Each centrifugal clutch **340Z** is formed by a central hub **341Z** and three (i.e. at least two) identical claws or keying members **348Z** which are connected by respective identical flexible links **349Z** to the hub **341Z** in an equiangular manner about the hub **341Z**. Each of the flexible links **349Z** extends from the hub **341Z** along a spiral path that terminates in a skewed direction or angle at the associated keying member **348Z**, in which direction or at which angle the associated keying member **348Z** is supported.

The keying members **348Z** are provided by co-parallel rods **348Z** each having a circular cross-section, in a cylindrical arrangement with the rods **348Z** extending axially of the cylindrical arrangement and the links **349Z** lying on an imaginary plane at one end of the cylindrical arrangement.

The two centrifugal clutches **340AZ** and **340BZ** are arranged in opposite directions by being located in a back-to-back arrangement inside the lever's end box **313Z**, each with its three keying rods **348Z** projecting through the slots **318Z** individually out from the box's relevant end wall **314Z** and lying in the flat recesses **317Z** of the former **316Z** respectively. Thus, each centrifugal clutch **340AZ/340BZ** is disposed co-axially on the respective former **316Z**, with the flat recesses **317Z** locating the rods **348Z** respectively in a loose manner. By means of its flat recesses **317Z**, the former **316Z** acts as a guiding member for determining the direction of clutching action of the associated centrifugal clutch **340AZ/340BZ**. The axle **350** extends centrally through this assembly.

By having a convex cross-section, each flat recess **317Z** has a pair of opposite ends **317SZ** each providing a relatively shallower part **317SZ** for holding the corresponding rod **348Z** partially outwards and in engagement with the gearwheel **320Z** and, a middle portion **317DZ** between the opposite ends **317SZ**, which provides a relatively deeper part **317DZ** to give room allowing the rod **348Z** to recede completely into the flat recess **317Z** and disengage from the gearwheel **320Z**.

The flat recess **317Z** may be taken to have a pair of opposite left and right guiding surfaces **317Z**, with the left guiding surface **317Z** extending across the left shallower end **317SZ** and the deeper middle portion **317DZ** and the right guiding surface **317Z** extending across the right shallower end **317SZ** and the deeper middle portion **317DZ**. The left and right guiding surfaces **317Z** are inclined or skewed at a small angle of about 5° to 10° from the circumferential direction in opposite clockwise and anti-clockwise directions.

Thus, the left and right guiding surfaces **317Z**, which are provided on or part of the former **316Z** acting as a guiding member as described above, are inclined in opposite directions symmetrically about a radius that extends from the axle **350** through to the middle of the flat recess **317Z**. Hence, insofar as its part providing the left and right guiding surfaces **317Z** is concerned, the former **316Z** is inclined in opposite directions. By extending across respective relatively shallower parts **317SZ** and the relatively deeper part **317DZ** of each flat recess **317Z**, the respective guiding surfaces **317Z** are each inclined in opposite directions for selective interaction with the associated keying rod **348Z**.

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As part of the drive mechanism 300Z, also located inside the lever's end box 313Z is a pair of circular selectors 360Z which have generally the same construction, each of a circular disc-like shape and having three equiangularly-spaced identical segments 363Z with a cutout or gap 361Z formed between adjacent segments 363Z of each pair. The selectors 360Z are disposed back-to-back on the axle 350Z, each facing behind a respective centrifugal clutch 340AZ/340BZ (FIGS. 10 and 10A). The selectors 360Z each have, on its back side and at an eccentric position, a 45° slanted slot 369A which is aligned with the slot 369Z on the other selector 360Z.

Each selector 360Z has, on its front side, a star-shaped recess which is formed by the three gaps 361Z and a central recess surrounded by the gaps 361Z. The star-shaped recess accommodates and thus angularly engages, in a loose manner, the back of the associated centrifugal clutch 340AZ/340BZ so as to restrict or determine the extent of angular movement of the clutch 340AZ/340BZ relative to the selector 360Z. This in turn restricts or determines the extent of sliding movement and hence interaction of the keying rods 348Z with respect to the corresponding flat recesses 317Z and, in particular, as between the left and right guiding surfaces 317Z of the recesses 317Z, or either one left/right guiding surface 317Z selected from the pair of guiding surfaces 317Z.

Through adjustment of their angular position, the selectors 360Z are operable to select either a first set of the left guiding surfaces 317Z or a second set of the right guiding surfaces 317Z of the flat recesses 317Z for interaction with the associated keying rods 348Z of the centrifugal clutches 340AZ and 340BZ in the respective driving direction, on either side of the lever 310Z (or its end box 313Z), by aligning the keying rods 348Z with the selected set of left or right guiding surfaces 317Z of the associated flat recesses 317Z. This makes the drive mechanism 300Z operable to rotate the basket 200Z selectively in either one of opposite directions.

As is apparent from the foregoing description, each former 316Z acts as a guiding member in engagement with the associated centrifugal clutch 340AZ/340BZ (i.e. by the latter's keying rods 348Z) for determining the direction of clutching action of the centrifugal clutch 340AZ/340BZ. The associated selector 360Z is in engagement with the centrifugal clutch 340AZ/340BZ for changing the relative angular position between the centrifugal clutch 340AZ/340BZ (i.e. the latter's keying rods 348Z) and the guiding member, i.e. former 316Z, in order to select either one of two opposite directions of clutching action, thereby enabling the drive mechanism 300Z to rotate the basket 200Z selectively in opposite directions. The former 316Z includes three pairs of left and right guiding surfaces 317Z, each pair being inclined in opposite directions for selective engagement with the keying rods 348Z of the centrifugal clutch 340AZ/340BZ dependent upon the relative angular position between the centrifugal clutch 340AZ/340BZ and the former 316Z.

The angular position of both selectors 360Z is adjustable by means of a manual operator in the form of an elongate member or rod 319Z which passes internally or co-axially through the operating lever 310Z. The rod 319Z has an outer end that projects out of the lever's outer end 312Z and is tipped with a small knob 319AZ to facilitate gripping to pull the rod 319Z slightly outwardly of the lever 310Z and pressing to push the rod 319Z back in. An inner end of the rod 319Z is formed with a pair of laterally-projecting pegs

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319BZ on opposite sides, which engage and couple with the slots 369Z on the back of the selectors 360Z respectively.

Upon being pulled or pushed relative to the lever 310Z as described above, the rod 369Z adjusts the angular position of the selectors 360Z in tandem, to a small extent sufficient to select between, i.e. either one set of, the first set of left guiding surfaces 317Z and the second set of right guiding surfaces 317Z of the flat recesses 317Z for interaction with the associated keying rods 348Z of the centrifugal clutches 340AZ and 340BZ in the respective driving direction. The first set of left guiding surfaces 317Z of the flat recesses 317Z, on either side of the lever 310Z, is inclined at a small angle of about 5° to 10° from the circumferential direction in the clockwise direction. The second set of right guiding surfaces 317Z of the flat recesses 317Z, on either side of the lever 310Z, is inclined at the same angle from the circumferential direction but in the opposite, anti-clockwise direction.

These two sets of opposite guiding surfaces 317Z of the flat recesses 317Z interact with the associated keying rods 348Z of the centrifugal clutches 340AZ and 340BZ in opposite directions, thereby resulting in rotation of the basket 200Z in the subject salad spinner 10Z in opposite directions. The direction of rotation of the basket 200Z is selectable by using the rod 319Z inside the operating lever 310Z as described above.

By being located in and projecting out of the lever's end box 313Z, both centrifugal clutches 340AZ and 340BZ are in a generally stationary engagement with the lever 310Z for simultaneous motion such that they will turn with the lever 310Z as one piece in the same direction either way upon reciprocating pivotal movement of the lever 310Z during the operation of the drive mechanism 300Z.

While the lever 310Z is hinged with its end box 313Z about the axle 350Z for pivotal motion, both centrifugal clutches 340AZ and 340BZ are similarly disposed on the axle 350Z for turning, facing in opposite directions. The two gearwheels 320AZ and 320BZ are also disposed on the axle 350Z for turning, right next to and in engagement with the centrifugal clutches 340AZ and 340BZ respectively. Each centrifugal clutch 340AZ/340BZ is inserted into the collar 323Z of the associated gearwheel 320AZ/320BZ for clutching action with the collar's grooves 322Z to transmit rotational drive from the lever 310Z and to the gearwheel 320AZ/320BZ.

A clutching action occurs each time upon pivoting of the lever 310Z in either direction, but is only performed by one of the centrifugal clutches 340AZ/340BZ which is turned in the driving direction and hence connects, with the other centrifugal clutch 340BZ/340AZ slipping or disconnecting in the non-driving direction. The centrifugal clutches 340AZ and 340BZ are therefore in releasable engagement with the respective gearwheels 320AZ and 320BZ for drive transmission.

As the centrifugal clutches 340AZ and 340BZ are turned by the lever 310Z, each of them will expand with its rods 348Z swinging radially outwards under centrifugal action, through flexing of the associated links 349Z. When the centrifugal clutches 340AZ and 340BZ stop turning with the lever 310Z, they will contract as the links 349Z connecting their rods 348Z flex back inwards by virtue of the links' own resilience.

The following description is based on the selection and use of the set of right guiding surfaces 317Z of the flat recesses 317Z for interaction with the associated keying rods 348Z of the centrifugal clutches 340AZ and 340BZ.

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Taking the centrifugal clutch **340BZ** turning in direction Q as an example (FIGS. **11A** and **11B**), it expands to have its rods **348Z** swung outwards into engagement with respective adjacent grooves **322Z** of the associated gearwheel **320BZ**. The rods **348Z** are displaced to reach the shallower ends **317SZ** in their associated flat recesses **317Z** on the former **316Z**, where they are held about halfway outwards in engagement with the respective grooves **322Z** and hence the overall gearwheel **320BZ**, in a keying action. The centrifugal clutch **340BZ** connects. The gearwheel **320BZ** is therefore driven to turn in the driving direction Q, and will continue to be turned until the lever **310Z** later stops and/or is reversed to pivot in direction P.

At such later time, the rods **348Z** will be displaced through reversed motion to reach the opposite deeper middle portions **317DZ** in their associated flat recesses **317Z**, which give room allowing the rods **348Z** to recede completely into the flat recesses **317Z** and disengage from the respective grooves **322Z**. Thus the centrifugal clutch **340BZ** disconnects and slips in the non-driving direction P, and the gearwheel **320BZ** stops.

In general, for interaction with each keying rod **348Z**, the associated right guiding surface **317Z** is inclined outwardly in the driving direction Q of the centrifugal clutch **340BZ** to hold the rod **348Z** in the shallower end **317SZ** in engagement with the gearwheel **320BZ** in the driving direction Q, and is inclined inwardly in the opposite non-driving direction P of the centrifugal clutch **340BZ** to release the rod **348Z** in the deeper middle portion **317DZ** from engagement with the gearwheel **320BZ** in the non-driving direction P.

The other centrifugal clutch **340AZ** operates in the opposite direction P, performing a clutching action in generally the same manner as described above.

The two formers **316Z**, together with their associated centrifugal clutches **340AZ** and **340BZ**, are arranged back-to-back such that their left, or right, guiding surfaces **317Z** are inclined in opposite directions. This leads to the result that the centrifugal clutches **340AZ** and **340BZ** operate in opposite directions i.e. one connecting while the other disconnecting at any time during the operation of the drive mechanism **300Z**. Overall, the gearwheel **320AZ** will be driven by the lever **310Z** pivoting in direction P, and the other gearwheel **320BZ** instead will be driven by the lever **310Z** pivoting in the reversed direction Q. Upon reciprocation of the lever **310Z**, the two gearwheels **320AZ** and **320BZ** will rotate in turn or alternately and in opposite directions.

The common gear **330Z** is supported horizontally for rotation about the vertical axis X at a position right below and between the two gearwheels **320AZ** and **320BZ**, being in mesh with them at right angles on opposite sides to receive rotational drive from them on opposite sides. The common gear **330Z** is coupled with the basket **200Z** for rotating the basket. Overall, the common gear **330Z** is in drive engagement between both gearwheels **320AZ** and **320BZ** and the basket **200Z** for rotating the basket **200Z**.

As the common gear **330Z** has its opposite left and right sides in mesh with the gearwheels **320AZ** and **320BZ** respectively, the rotational drive in opposite directions received from the gearwheels **320AZ** and **320BZ** is in operation combined or merged by the common gear **330Z** into a unidirectional rotational drive, i.e. in single direction R (FIG. **10**), for rotating the basket **200Z**.

Upon the selection and use of the other set of left guiding surfaces **317Z** of the flat recesses **317Z** for interaction with the associated keying rods **348Z** of the centrifugal clutches **340AZ** and **340BZ**, the aforesaid description also applies,

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and hence is not repeated herein for clarity, though all the directions referred to should be reversed as is apparent.

The installation of the selectors **360Z** together with the rod **319Z** makes it possible to switch or reverse the direction of rotation of the basket **200Z** by adjusting the operation of the centrifugal clutches **340AZ** and **340BZ**. The provision of the rod **319Z** inside or generally in close proximity to the operating lever **310Z**, that rotates the basket **200Z**, enhances convenience of use. It is observed that periodical reversal of the direction of rotation of the basket **200Z** will speed up and render the dehydration process more effective.

Referring now to the brake mechanism **500Z**, it has a brake body **501Z** which provides the aforesaid braking members **520Z** and is protected by a shroud **510Z**. The brake body **501Z** and shroud **510Z** are located on and attached to the housing cover **110Z**, extending across the top of the central recess **111Z** to cover or close the central recess **111Z**. The shroud **510Z**, and similarly for the brake body **501Z**, has a shell-like shape and generally matches the outline of the upper half of the two gearwheels **320AZ** and **320BZ**. The shroud **510Z** encloses and surrounds the gearwheels' upper halves, which protrude upwardly out of the central recess **111Z**, thereby concealing the otherwise exposed part of the drive mechanism **300Z** from sight and access.

Fitting inside the shroud **510Z**, the brake body **501Z** has a simpler hollow structure also surrounding the gearwheels' upper halves, which consists of a pair of opposed left and right side members **502Z** and front and rear end parts **503Z** and **504Z** interconnecting the two side members **502Z** across their opposite ends. The side members **502Z** act as the braking members **520Z**, being mirror images of one another, each having an inverted U-shaped profile with a curved cross-section and extending transversely across, and in close proximity to but spaced slightly apart from, an upper part of the corresponding gearwheel **320AZ/320BZ** and hence also the friction ring **400Z** (FIG. **13A**) for frictional engagement with the friction ring **400Z** by its periphery to brake the respective gearwheel **320AZ/320BZ** and in turn the basket **200Z**.

The brake body **501Z** is secured at its front end part **503Z** to the housing cover **110Z** to support its rear end part **504Z** for depression to move or pivot downwards to bring the side members **502Z** or the braking members **520Z** into frictional engagement with the gearwheel **320AZ/320BZ** from above via the corresponding friction rings **400Z** for braking (FIG. **13B**). To facilitate depression, the rear end part **504Z** is provided with a press tab **505Z** that sticks out from the shroud **510Z** to the rear. Upon release of the press tab **505Z** when the basket **200Z** is stopped, the side members **502Z** recede under own resilience of the brake body **501Z** to terminate the braking action.

Being provided on top of the housing cover **110Z** and operable downwardly, the press tab **505Z** and hence the overall brake mechanism **500Z**, for being a vertically-applied brake, is convenient to operate.

As is apparent from the foregoing description, the centrifugal clutches **320/320Z** have the advantages of being simple in construction and light in weight and are user-selectable in terms of direction of operation. Although centrifugal clutch is an essential feature of the present invention, its specific form is subject to change and/or modification. It is therefore envisaged that any other suitable forms of centrifugal clutches may be employed to perform the invention.

It is noted that the centrifugal clutch of the invention is a mechanical device that causes or transmits movement in

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only one direction, and may be referred to as a ratchet or the like in general or at least for the purpose of the present invention.

Although the invention is applicable to a food or salad spinner as in the described embodiment, it is envisaged that other food processing apparatus, such as food mixers (e.g. salad dressing mixer) and food grinders, may employ the invention.

The invention has been given by way of example only, and various other modifications of and/or alterations to the described embodiments may be made by persons skilled in the art without departing from the scope of the invention as specified in the appended claims.

The invention claimed is:

1. A food processing apparatus comprising:

a housing;

a food processing device supported in the housing for rotation about an axis of rotation of the food processing device;

a drive mechanism supported by the housing for rotating the food processing device about the axis of rotation of the food processing device to process food in the housing, the drive mechanism comprising

a manual operating member supported for reciprocation in opposite directions,

a gearwheel rotated by the reciprocation of the manual operating member and coupled to the food processing device for, in turn, rotating the food processing device about the axis of rotation of the food processing device, and

a centrifugal clutch coupling the manual operating member to the gearwheel for transmitting a rotational drive force, produced by the reciprocation of the manual operating member, to the gearwheel, wherein

the centrifugal clutch selectively transmits the rotational drive force to the gearwheel in one of opposite first and second rotational directions and withholds the rotational drive force from the gearwheel in the other of the opposite first and second rotational directions and slips in the other of the first and second opposite rotational directions,

the centrifugal clutch is in stationary engagement with the manual operating member for simultaneous reciprocation of the manual operating member and rotation of the centrifugal clutch about a rotational axis of the centrifugal clutch, and is in releasable engagement with the gearwheel, and

the centrifugal clutch comprises

at least two keying members selectively coupling the manual operating member to the gearwheel, and

flexible links flexibly supporting the respective keying members, at supported ends of the respective keying members, so that the respective keying members, at free ends of the respective keying members, move outwards with respect to the rotational axis of the centrifugal clutch in response to centrifugal force, upon rotation of the centrifugal clutch about the rotational axis of the centrifugal clutch, and thereby engage the gearwheel; and

a brake mechanism supported by the housing for braking the food processing device, the brake mechanism comprising a braking member for frictional engagement to stop rotation of the food processing device.

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2. The food processing apparatus as claimed in claim 1, wherein

the centrifugal clutch includes a cylindrical former having respective guiding surfaces for interaction with respective keying members at the free ends of the keying members, and

the respective guiding surfaces are inclined relatively outwardly, with respect to the rotational axis of the centrifugal clutch, for holding the free ends of the keying members in engagement with the gearwheel in a driving direction that rotates the gearwheel and are inclined relatively inwardly, with respect to the rotational axis of the centrifugal clutch, in a non-driving direction of the centrifugal clutch, opposite the driving direction, in which the free ends of the respective keying are disengaged from the gearwheel.

3. The food processing apparatus as claimed in claim 2, wherein the keying members include respective parallel keying rods in a circular arrangement, with the keying rods extending axially with respect to the rotational axis of the centrifugal clutch and with the flexible links lying on an imaginary plane.

4. The food processing apparatus as claimed in claim 3, wherein

the cylindrical former that is coupled to the manual operating member has a plurality of recesses that are generally parallel to the rotational axis of the centrifugal clutch, and

each of the recesses includes a respective one of the guiding surfaces.

5. The food processing apparatus as claimed in claim 4, wherein

each recess has at least one relatively shallower part, relative to the rotational axis of the centrifugal clutch, for holding a respective keying rod in engagement with the gearwheel, and a relatively deeper part, relative to the rotational axis of the centrifugal clutch, allowing the keying rod to disengage from the gearwheel, and each guiding extends from one of the relatively shallower parts to the relatively deeper part.

6. The food processing apparatus as claimed in claim 5, wherein

each recess has two ends, each end corresponding to one of the relatively shallower parts of the recess, and a middle portion located between the ends and corresponding to the relatively deeper part, so that respective guiding surfaces extend from the ends to the middle portion, and

the respective guiding surfaces of each of the recesses are inclined in opposite directions relative to each other for selective interaction with a respective keying rod in the first and second opposite rotational directions of the gearwheel.

7. The food processing apparatus as claimed in claim 6, wherein the drive mechanism includes a selector for selecting one of the guiding surfaces of each of the recesses for interaction with the keying rod in a respective one of the first and second opposite rotational directions of the gearwheel, such that the drive mechanism rotates the food processing device selectively in a selected one of first and second opposite directions about the axis of rotation of the food processing device.

8. The food processing apparatus as claimed in claim 7, wherein the selector is in engagement with the centrifugal clutch and restricts relative movement and interaction of the

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keying rods of the centrifugal clutch with respect to the one of the guiding surfaces of each recess and that is selected via the selector.

9. The food processing apparatus as claimed in claim 8, wherein

the selector is angularly movable for operation, and the drive mechanism includes a manual operator for changing angular position of the selector and thereby to select between the guiding surfaces of each recess for interaction with the keying member in a respective driving direction.

10. The food processing apparatus as claimed in claim 9, wherein the manual operator comprises an elongate member located inside the manual operating member.

11. The food processing apparatus as claimed in claim 1, wherein the drive mechanism includes

a guiding member in engagement with the centrifugal clutch for determining direction of clutching action of the centrifugal clutch, and

a selector in engagement with the centrifugal clutch for changing relative position between the centrifugal clutch and the guiding member to select one of two opposite directions of clutching action, enabling the drive mechanism to rotate the food processing device selectively in either of opposite first and second driving directions about the axis of rotation of the food processing device.

12. The food processing apparatus as claimed in claim 11, wherein the guiding member is inclined, in opposite directions, for selective engagement with the centrifugal clutch, dependent upon relative position between the centrifugal clutch and the guiding member.

13. The food processing apparatus as claimed in claim 1, wherein

the drive mechanism includes a train of gears for transmitting the rotational drive force from the centrifugal clutch to the food processing device,

the gearwheel is a first gear in the train of gears, and the train of gears includes at least one other gearwheel, as a last gear of the gear train, in engagement with the food processing device for rotating the food processing device.

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14. The food processing apparatus as claimed in claim 1, wherein the brake mechanism includes a brake body which is attached to the housing and supports the braking member for frictional engagement with the gearwheel to stop rotation of the food processing device.

15. The food processing apparatus as claimed in claim 14, wherein

the braking member includes a part of the brake body, and the part of the brake body comprises a tab for depression into frictional engagement with the gearwheel.

16. The food processing apparatus as claimed in claim 14, wherein

the braking member includes a part of the brake body, and the part of the braking body extends across a part of the gearwheel for movement into frictional engagement with the gearwheel.

17. The food processing apparatus as claimed in claim 1, wherein the gearwheel includes a friction part and the braking member frictionally engages the gearwheel via the frictional part.

18. The food processing apparatus as claimed in claim 1, wherein the drive mechanism includes:

a pair of the centrifugal clutches;

a pair of the gearwheels which are rotated by the reciprocation of the manual operating member in opposite directions, respectively, and are coupled to the food processing device by a corresponding one of the centrifugal clutches, wherein the centrifugal clutches are located between the manual operating member and the respective gearwheel driven by the rotational drive force from the manual operating member; and

a common gear in engagement with both of the gearwheels and the food processing device for rotating the food processing device, and merging a rotational driving force, in opposite directions, received from the gearwheels, into a unidirectional rotational drive force rotating the food processing device.

19. The food processing apparatus as claimed in claim 1, wherein the axis of rotation of the food processing device is transverse to the rotational axis of the centrifugal clutch.

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